



2/2/87

Transmittal Note

AMENDMENT NO. 2

TO THE

SUPPLEMENT TO ANNEX 1 (SEVENTH EDITION)

PERSONNEL LICENSING

To incorporate Amendment No. 2 to the Supplement:

1. Replace the following pages by the corresponding new pages dated 2/2/87:

iii to ix  
Canada  
Netherlands, Kingdom of the  
United Kingdom

2. Insert the following new pages dated 2/2/87:

Barbados  
Brunei Darussalam  
Madagascar  
Malawi  
Venezuela

3. Record this amendment on page II of the Supplement.
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1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards of Annex 1, Seventh Edition, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

State	Date of notification	Pages in Supplement	Date of publication
Argentina	28/9/82	1-3	1/10/83
Australia	7/5/85	1-3	1/1/86
Austria	4/9/85	1	1/1/86
Barbados	15/9/86	1	2/2/87
Belgium	6/9/85	1	1/1/86
Brunei Darussalam	4/12/86	1	2/2/87
Bulgaria	11/4/83	1	1/10/83
Canada	6/11/86	1-2	2/2/87
Democratic Yemen	13/4/83	1	1/10/83
Denmark	25/10/82	1	1/10/83
Fiji	29/3/83	1	1/10/83
France	6/10/82	1	1/10/83
Germany, Federal Republic of	2/12/85	1	1/1/86
Greece	14/12/82	1	1/10/83
Guatemala	16/6/82	1	1/1/86
Guyana	22/9/82	1	1/10/83
Iceland	12/11/82	1	1/10/83
India	17/1/85	1	1/1/86
Iran, Islamic Republic of	16/8/82	1	1/10/83
Iraq	12/4/83	1	1/10/83
Jamaica	21/2/83	1	1/10/83
Jordan	29/3/83	1	1/10/83
Kenya	7/10/85	1	1/1/86
Kuwait	27/3/83	1	1/10/83
Madagascar	8/10/86	1-2	2/2/87
Malawi	2/9/86	1	2/2/87
Maldives	7/2/83	1	1/10/83
Malta	5/9/85	1	1/1/86
Monaco	18/9/85	1	1/1/86
Morocco	3/9/85	1	1/1/86
Netherlands, Kingdom of the	19/3/86	1	2/2/87
Norway	28/3/83	1	1/10/83
Pakistan	4/11/82	1	1/10/83
Panama	25/6/82	1	1/10/83
Papua New Guinea	1/3/85	1-3	1/1/86
Philippines	18/6/82	1	1/10/83
Poland	7/4/82	1	1/10/83
Saudi Arabia	23/9/85	1	1/1/86
Singapore	5/2/83	1	1/10/83
Suriname	31/1/83	1	1/10/83
Sweden	20/10/82	1	1/10/83

State	Date of notification	Pages in Supplement	Date of publication
Switzerland	22/10/82	1-2	1/10/83
Tunisia	6/6/83	1	1/10/83
Union of Soviet Socialist Republics	27/3/85	1-2	1/1/86
United Kingdom	8/4/86	1-3	2/2/87
United States	8/12/83	1-4	1/1/86
Uruguay	12/12/85	1	1/1/86
Venezuela	27/10/86	1	2/2/87

2. Contracting States which have notified ICAO that no differences will exist

State	Date of notification	State	Date of notification
Bahrain	2/9/85	Italy	17/9/85
Bolivia	18/11/82	Libyan Arab Jamahiriya	9/9/85
Brazil	1/12/82	Luxembourg	20/9/85
Burma	21/3/86	Malaysia	7/2/83
Chile	14/9/82	Portugal	15/11/83
China	26/8/82	Romania	3/9/82
Colombia	1/10/82	Spain	2/9/85
Cyprus	26/7/82	Sudan	21/6/82
Czechoslovakia	29/3/83	Thailand	24/8/82
Finland	8/10/82	Turkey	28/3/83
Gambia	9/11/83	Uganda	6/8/82
Hungary	11/11/82	Yugoslavia	6/9/85
Ireland	16/11/82	Zambia	9/6/82

3. Contracting States from which no information has been received

Afghanistan	Gabon	Peru
Algeria	Ghana	Qatar
Angola	Grenada	Republic of Korea
Antigua and Barbuda	Guinea	Rwanda
Bahamas	Guinea-Bissau	Saint Lucia
Bangladesh	Haiti	Saint Vincent and the Grenadines
Benin	Honduras	Sao Tome and Principe
Botswana	Indonesia	Senegal
Burkina Faso	Israel	Seychelles
Burundi	Japan	Sierre Leone
Cameroon	Kiribati	Solomon Islands
Cape Verde	Lao People's Democratic Republic	Somalia
Central African Republic	Lebanon	South Africa
Chad	Lesotho	Sri Lanka
Comoros	Liberia	Swaziland
Congo	Mali	Syrian Arab Republic
Costa Rica	Mauritania	Togo
Côte d'Ivoire	Mauritius	Tonga
Cuba	Mexico	Trinidad and Tobago
Democratic Kampuchea	Mozambique	United Arab Emirates
Democratic People's Republic of Korea	Nauru	United Republic of Tanzania
Djibouti	Nepal	Vanuatu
Dominican Republic	New Zealand	Viet Nam
Ecuador	Nicaragua	Yemen
Egypt	Niger	Zaire
El Salvador	Nigeria	Zimbabwe
Equatorial Guinea	Oman	
Ethiopia	Paraguay	

4. Paragraphs with respect to which differences have been notified

<u>Paragraph</u>	<u>Differences notified by</u>	<u>Paragraph</u>	<u>Differences notified by</u>
1.2	Australia	2.1.6	Argentina
	Brunei Darussalam		Australia
	United States		Canada
1.2.2	Iran, Islamic Rep. of		Fiji
1.2.2.1	United Kingdom		India
1.2.4	Malta		Jamaica
1.2.4.1	Canada		Malta
1.2.4.4.1	Malawi		Norway
1.2.4.7	Malawi		Sweden
	United Kingdom		United Kingdom
1.2.5.2	Argentina		United States
	Australia	2.1.7	Iceland
	Canada		Panama
	Democratic Yemen		United Kingdom
	Fiji		Venezuela
	Iran, Islamic Rep. of	2.1.7.1	Argentina
	Iraq		Australia
	Kenya		Austria
	Madagascar		Canada
	Pakistan		Germany, Fed. Rep. of
	Papua New Guinea		Madagascar
	Poland		Papua New Guinea
	Suriname		Sweden
	Switzerland		Switzerland
	Tunisia		United States
	USSR	2.1.7.2	Argentina
	United Kingdom		Canada
	United States		Madagascar
	Uruguay		Papua New Guinea
1.2.5.2.1	Belgium		Sweden
	United States		Switzerland
1.2.5.2.2	Australia		United States
	Belgium	2.2.3	Papua New Guinea
	Switzerland	2.3	Democratic Yemen
	United States	2.3.1.1	Iran, Islamic Rep. of
			Tunisia
2.1.1	Democratic Yemen	2.3.1.3	Australia
2.1.1.2	United States		Kenya
2.1.1.3	India		Madagascar
	Netherlands, Kingdom		Switzerland
	of the		Tunisia
	United States		United Kingdom
2.1.3.2.1	USSR		United States
2.1.4.1	United Kingdom		

Paragraph	Differences notified by	Paragraph	Differences notified by
2.3.1.5	Denmark	2.7.1.3	Switzerland
2.3.2	Argentina	2.7.1.5	Denmark
	Brunei Darussalam		United States
	Switzerland	2.7.2	Switzerland
	United Kingdom		United States
	United States	2.8	Argentina
2.4.1.1	Switzerland		Australia
	Tunisia		Democratic Yemen
2.4.1.3	United States		Denmark
2.4.1.3.1	Argentina		Jordan
	Australia		Madagascar
	Papua New Guinea		Norway
2.4.1.5	Jordan		Papua New Guinea
2.4.2	Australia		Switzerland
	Canada		Uruguay
	Madagascar	2.8.1	United States
	Switzerland	2.8.1.1	Barbados
	United States		Iran, Islamic Rep. of
2.5	Democratic Yemen	2.8.1.3	Sweden
	Denmark		Switzerland
	Iraq		United Kingdom
	Jordan		United States
	United States	2.8.1.4	United States
	Uruguay	2.8.1.5	United States
2.5.1.3	Tunisia	2.8.2	Sweden
2.5.1.3.1	Australia		United States
	Madagascar	2.9	Democratic Yemen
	Papua New Guinea		Madagascar
2.5.2	Australia		Papua New Guinea
	Madagascar	2.9.1.1	Barbados
2.6.1.3.1	Argentina		Iran, Islamic Rep. of
	Australia	2.9.1.3	Australia
	Madagascar		United Kingdom
	Papua New Guinea		United States
	United States	2.9.2	Switzerland
2.7	Australia		United Kingdom
	Democratic Yemen		United States
	Jordan	2.10	Democratic Yemen
	Madagascar		Madagascar
	Norway	2.10.1.1	Papua New Guinea
	Papua New Guinea		Switzerland
2.7.1	United Kingdom	2.10.1.3.1	Australia
2.7.1.1	Barbados		India
	Iran, Islamic Rep. of		Papua New Guinea
	Switzerland		United States
	United Kingdom		

Paragraph	Differences notified by	Paragraph	Differences notified by
2.10.2	Switzerland	3.2.1.5	Jordan
2.11	United States	3.3	Canada
	Australia		Denmark
	Canada		Iceland
	Democratic Yemen		Jordan
	India		Madagascar
	Madagascar		Sweden
	Papua New Guinea		Switzerland
	Switzerland		United States
2.12	Australia	3.3.1.1	Barbados
	Denmark	3.4	Papua New Guinea
	India		Madagascar
	Jamaica		
	Madagascar	Chapter 4	Tunisia
	Malta	4.1	Argentina
	Papua New Guinea		France
	United Kingdom		Monaco
2.13.1.2	Kenya		Papua New Guinea
	Madagascar		United States
	Papua New Guinea	4.1.1.1	Switzerland
	United Kingdom		Tunisia
	United States	4.1.1.2	Norway
2.13.1.4	Switzerland	4.1.1.3	India
2.14	India	4.1.2.2	Tunisia
	Madagascar	4.2	Argentina
	United Kingdom		Denmark
2.14.1.2	Papua New Guinea		France
	Switzerland		Monaco
	United Kingdom		Sweden
2.15.1.2	Morocco		United States
2.17	Papua New Guinea	4.2.1.1	Switzerland
	United Kingdom		Tunisia
2.17.2	United States	4.2.1.2	Norway
2.17.4	United States		Papua New Guinea
2.17.4.1	USSR	4.2.1.3	India
	United States	4.2.2.1	Papua New Guinea
		4.2.2.2	Tunisia
3.1	Democratic Yemen	4.3	Denmark
	Jordan		Fiji
	Madagascar		France
3.1.1.1	Papua New Guinea		Malta
3.1.1.3.1	Papua New Guinea		Monaco
3.2.1.2	Iceland		Netherlands, Kingdom
3.2.1.3	Argentina		of the
	Madagascar		Papua New Guinea
	Papua New Guinea		Singapore
	USSR	4.3.1	USSR
	United Kingdom		



Paragraph	Differences notified by	Paragraph	Differences notified by
4.3.1.1	Barbados Canada Guyana Saudi Arabia Switzerland United Kingdom United States	6.1.1	Greece Jordan Papua New Guinea
4.3.1.4	Greece Jordan	6.1.2	USSR
4.4	Denmark Fiji France Monaco Netherlands, Kingdom of the Papua New Guinea Singapore	6.2.2	Greece
4.4.4	Democratic Yemen	6.2.3	Greece
4.4.5.2	Papua New Guinea USSR	6.2.4	Sweden
4.5	Canada Fiji Malawi Norway Poland Switzerland USSR	6.2.4.1	Switzerland
4.6	Argentina Canada Democratic Yemen Denmark Fiji Malawi Malta Netherlands, Kingdom of the Papua New Guinea Poland Sweden Switzerland United States	6.3.2.2	Canada
		6.3.2.5	Bulgaria
		6.3.2.5.1	Greece Belgium Panama Switzerland USSR United States
		6.3.2.8.1	United States
		6.3.2.23	United States
		6.3.2.23.1	Belgium
		6.3.3	Greece Switzerland
		6.3.3.3	Bulgaria USSR United States
		6.3.4.1	Canada Switzerland USSR Canada USSR
		6.4.2.2	Canada
		6.4.2.5.1	USSR United States
		6.4.2.8.1	United States
		6.4.2.22	United States
		6.4.2.22.1	Belgium Canada
		6.4.3.3	Switzerland USSR United States
		6.4.3.3.1	USSR
		6.4.4.1	USSR
		6.5.1	Greece
		6.5.1.2	India
		6.5.2.5.1	USSR United States
5.1.1	Barbados	6.5.2.8.1	United States
5.1.3.2	Malawi	6.5.2.12	Papua New Guinea
Chapter 6	Madagascar Netherlands, Kingdom of the Poland	6.5.2.20	Papua New Guinea
		6.5.3.3	Switzerland USSR Canada Switzerland USSR
		6.5.4.1	



Chapter 2

- 2.7.1.1            Age - he shall be not less than 17 years of age.
- 2.8.1.1            Age - he shall be not less than 18 years of age.
- 2.9.1.1            Age - he shall be not less than 18 years of age.

Chapter 3

- 3.3.1.1            Age - he shall be not less than 17 years of age (flight radio operator (restricted)).

Chapter 4

- 4.3.1.1            Age - he shall be not less than 18 years of age.

Chapter 5

- 5.1.1              Nationality of holder indicated only if holder is a non-national of Barbados (air traffic controller licence ONLY).
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Chapter 1

- 1.2                      At present, Brunei Darussalam issues only student pilot licences, private pilot licences and air traffic control officer licences.

Chapter 2

- 2.3.2                    A holder of a private pilot licence which includes a flight instructor rating may be paid for giving instruction or conducting flight tests when doing so as, and with, a member of the same flying club.
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Chapter 1

- 1.2.4.1 Canadian medical assessment is recorded on a document entitled a Licence Validation Certificate. Until otherwise advised, Category 3 shall be equivalent to ICAO Class 2 Medical Assessment and Category 2 shall be equivalent to ICAO Class 3 Medical Assessment.
- 1.2.5.2 60 months for the glider pilot licence.

Chapter 2

- 2.1.6, Note 2 The Block Airspace Rating, which is the Canadian equivalent of a controlled VFR rating, is not automatically included in the privileges of the holder of a commercial pilot licence.
- 2.1.7.1 and 2.1.7.2 Canada does not curtail privileges of pilots who have attained their 60th birthday.
- 2.4.2 a) The Block Airspace Rating, which is the Canadian equivalent of a controlled VFR rating, is not automatically included.
- 2.11 Not issued.

Chapter 3

- 3.3 Not issued.

Chapter 4

- 4.3.1.1 He shall be not less than 19 years of age.
- 4.5 Not issued.
- 4.6 Not issued.

Chapter 6

- 6.3.2.2 d) Any personality disorder, particularly if severe enough to have provoked any significant overt act.
- 6.3.4.1 The applicant shall be tested on a pure-tone audiometer at the initial examination for a medical Category 1 and at the first medical examination after age 55, unless tested satisfactorily during the five years preceding these dates.

- 6.4.2.2 d) Any personality disorder, particularly if severe enough to have provoked any significant overt act.
- 6.4.2.22.1 In the event of completely normal pregnancy, the applicant may be considered fit up to the end of the seventh month of pregnancy provided there is no physical obstruction to the safe operation of an aircraft.
- 6.5.4.1 The applicant shall be tested on a pure-tone audiometer at the initial examination for a medical Category 2 and at the first medical examination after age 55, unless tested satisfactorily during the five years preceding these dates.
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Chapter 1

## 1.2.5.2

Validity of licences:

- 12 months for a private pilot licence
- 6 months for a commercial pilot - aeroplane licence, senior commercial pilot - aeroplane licence, and airline transport pilot - aeroplane licence.

Chapter 22.1.7.1 and  
2.1.7.2

These provisions are not applicable.

## 2.3.1.3 a)

The candidate shall have completed not less than 40 hours of aeroplane flight time, including not less than 10 hours solo, or 30 hours if he has satisfactorily completed a course of approved training.

## 2.4.2 c)

After attaining his/her 21st birthday, to act as pilot-in-command in any aeroplane engaged in commercial air transportation and having a maximum certificated weight of 5 700 kg or less.

## 2.5.1.3.1

The candidate shall have completed 700 hours of total flight time.

## 2.5.2 b) and c)

To act as pilot-in-command in aeroplanes having a maximum certificated weight of 20 000 kg or less, on domestic airlines within the territory of the Malagasy Republic, providing he/she has completed 2 500 hours including 100 hours in the type of aeroplane concerned.

## 2.6.1.3.1

The candidate shall have completed 1 200 hours of total flight time.

## 2.7

This licence is not issued in Madagascar.

## 2.8

This licence is not issued in Madagascar.

## 2.9

This licence is not issued in Madagascar.

## 2.10

This licence is not issued in Madagascar.

## 2.11

This licence is not issued in Madagascar.

## 2.12

This rating does not exist in Madagascar.

- 2.13.1.2 Shall have completed 300 hours of flight time as a pilot.
- 2.14 This rating does not exist in Madagascar.

### Chapter 3

- 3.1 This licence is no longer issued in Madagascar.
- 3.2.1.3 The candidate shall have completed 200 hours of flight experience in the performance of the duties of a flight engineer in training, or 100 hours if he/she shows proof of having attended an approved training course.
- 3.3 This licence is not issued in Madagascar.
- 3.4 This is not a licence but a rating added to an existing licence.

### Chapter 6

This chapter is under study. In the meantime, Madagascar applies the provisions of Decree No. 1491 of 15 June 1963.

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Chapter 1

- 1.2.4.4.1      Although Malawi endeavours to use medical examiners who have had training in aviation medicine, it is not practicable to enforce the standard rigidly. However, in addition to use of appropriately trained physicians, only a few selected medical centres are used for medical examinations.
- 1.2.4.7      A shortage of physicians trained in aviation medicine precludes compliance with this requirement for the present time.

Chapter 4

- 4.5      Flight operations officers are not issued with licences. This provision will be implemented in the near future.
- 4.6      Aeronautical station operator licences are not issued.

Chapter 5

- 5.1.3.2      Most of the colours do not comply with this requirement.
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Chapter 2

- 2.1.1.3 a) A type rating is required for aeroplanes having a gross weight exceeding 2 000 kg.

Chapter 4

- 4.3 and 4.4 Not issued. The duties are performed by State employees meeting Annex 1 Standards.
- 4.6 Not issued. The duties are performed by State employees meeting Annex 1 Standards.

Chapter 6

All Recommendations are applied as Standards.

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Chapter 1

1.2.2.1 Provision is made in United Kingdom regulations which renders valid a flight crew licence of Contracting States for flight for private purposes, provided the licence holder receives no remuneration. Privileges of an instrument rating or flying instructor rating are excluded. No certificate of validation is issued.

1.2.5.2 The period of currency for the private pilot licence - aeroplane and helicopter, is as follows:

Pilots under age 40 - 5 years (see note below)

Pilots aged 40 to 50th birthday - 2 years

Pilots aged 50 to 70th birthday - 1 year

Pilots over 70 - 6 months

Note: A medical certificate for a private pilot licence or a student pilot issued before the applicant's 40th birthday will only remain valid until his/her 42nd birthday.

Chapter 2

2.1.4.1 Complied with only when the holder of a pilot licence is engaged on:

- a) a scheduled journey;
- b) a flight in controlled airspace requiring compliance with instrument flight rules;
- c) a flight for public transportation in aircraft exceeding 2 300 kg maximum total weight.

2.1.6 Not implemented.

2.1.7 Not implemented. The holder of a professional pilot licence (aeroplanes), if he has attained his 60th birthday, is prohibited only from acting as pilot-in-command of an aeroplane having a maximum total weight authorized in excess of 20 000 kg for the purpose of public transport.

2.3.1.3 The United Kingdom in addition issues a separate PPL for microlights which can be granted with a minimum of 25 hours.

2.3.2 A holder of a private pilot licence which includes a flight instructor rating may be paid for giving instruction or conducting flight tests when doing so as, and with, a member of the same flying club.

- 2.7.1 Provision is made in the United Kingdom legislation for the issue of the commercial pilot licence (gliders) only. Private and club glider flying is regulated by the British Gliding Association whose certificates are issued under the auspices of Fédération aéronautique internationale.
- 2.7.1.1 Minimum age for the issue of a commercial pilot licence (gliders) is 18 years.
- 2.8.1.3 b) Not implemented.
- 2.9.1.3 b) Cross-country requirement is one flight only with a landing not less than 25 nautical miles from the point of departure.
- 2.9.2 Same as 2.3.2 above.
- 2.12 Not implemented.
- 2.13.1.2 b) Complete 200 hours as pilot of aeroplanes including not less than 100 hours as pilot-in-command to include 35 hours cross-country flight time.
- 2.14.1.2 b) Complete 200 hours as pilot of helicopter including not less than 100 hours as pilot-in-command to include 35 hours cross-country flight time.
- 2.17 The holder of a commercial pilot licence - aeroplane or of a senior commercial pilot licence - aeroplane, may be credited with one third of the flight time spent undertaking the duties of a flight engineer up to a maximum of:
- a) 450 hours counting as 150 hours towards the granting of a senior commercial pilot licence; and
  - b) 900 hours counting as 300 hours towards the granting of an airline transport pilot licence.

### Chapter 3

- 3.2.1.3 The 100 hours flight experience in the performance of the duties of a flight engineer may be reduced to 50 hours when the applicant holds a pilot licence which includes a type rating for the aircraft to be included in the flight engineer licence. Half of this experience may be obtained in an approved flight simulator.

### Chapter 4

- 4.3.1.1 He shall be not less than 20 years of age.



DEPENDENT TERRITORIES

HONG KONG

Chapter 1

- 1.2.4.7                      Due to the shortage of physicians experienced in aviation medicine, it is not possible to comply with this requirement at the present time.

Chapter 2

- 2.3.1.3 b)                  Not implemented.
- 2.14                          Not issued.
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Chapter 2

2.1.7                      Not implemented.

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